



# McCall prepares for the 17<sup>th</sup> Northwest Mountain Family Fly-In

**By: Frank Lester**  
**Safety/Education Coordinator**

Final preparations for the 17<sup>th</sup> Northwest Mountain Family Fly-In are well underway in McCall for the annual event to be held August 8-10. Along with Aeronautics, the FAA, and the Idaho Aviation Association, the event is organized and sponsored by the City of McCall, Inidaho Vacation Services, McCall Aviation, and McCall Mountain/Canyon Flying Seminars.

Special guest this year will be pilot, adventurer and author **Gus McLeod**. He will speak at the closing dinner on Saturday evening in the Middle School's Multi-purpose room. Gus set two aviation records by becoming the first aviator to fly an open cockpit aircraft (1939 Stearman) over the magnetic North Pole and over the geographic North Pole. The second trip was the subject of an award winning National Geographic documentary and the topic of his new book, ***Solo to the Top of the World*** (Smithsonian Institution Press, 2003). In honor of the Centennial of Flight and the Tuskegee Airmen, this October he will fly solo around the world via the poles in a Beech 18.

Because of its central location, beautiful surroundings, and access to family-oriented, off-airport activities, this will be the fourth year the event has been held in McCall. As the Fly-In has grown in popularity and size, our focus has been to

make it truly a "Family Fly-In." If you visit the Fly-In web site ([www.familyflyin.net](http://www.familyflyin.net)) you will find information on many tours and activities available to the non-flyers that may come with you. Bicycling, hiking, hot springs, golf, Payette Lake, and whitewater rafting, to name only a few, are available for the entire family.

On Friday, we will hold an "Airport Appreciation Evening" to show both our support and appreciation of the businesses that operate from the McCall airport and



**Gus McLeod with his 1939 Stearman.**

are so important to the local community. Held for the first time last year, it is evolving into a fun event for everyone. In recognition of the **100<sup>th</sup> Anniversary of Powered Flight**, final arrangements are being made for several display aircraft including the Warhawk Air Museum's P-40, and Blackhawk and Apache helicopters from the Idaho National Guard. As we get closer to August, we hope this list will grow by several more aircraft.

***See Family Fly-In***

**Continued on page 6**

## INSIDE

***From the Aeronautics***

***Administrator.....2***

***Radio Chatter .....3***

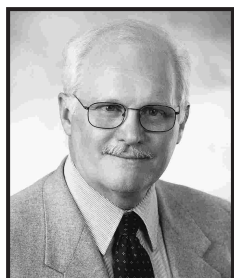
***Airport Maintenance.....4***

***Medical Matters.....5***

***Calendar of Events .....8***

***Flying Smart, Flying Safe.... 9***

# From the Administrator:



In a previous article I mentioned that the 2002 Idaho aircraft accident statistics were not very encouraging.

In fact, the year ended tied with the highest total accidents and fatalities recorded in the past 10 years. In

2002 there were 46 accidents and 20 fatalities. There were also 46 accidents in 1999 and 20 fatalities in 1998. All other years in this period have lower statistics with the lowest number of accidents and fatalities being 2001 with 24 accidents and 1993 with 4 fatalities.

Here it is June 17, 2003 and we have now recorded 15 accidents and 11 fatalities. We all know it's practically impossible to predict the future. However, if this trend continues at the current rate, we will end the year with fewer accidents, the good news, but we will end the year with a new high in fatalities, the bad news.

Because we have recently seen numerous aviation periodicals with alluring articles about the beauty of Idaho and the challenge of its backcountry, we assumed out-of-state pilots would account for the greatest number of accidents. However, further investigation proved this to be an erroneous assumption. What we actually found was out-of-state pilots accounted for only 32.6 percent of the accidents and 40 percent of the fatalities (in 2002).

I'm certain most of you are aware of the many sources of safety information available to help us become safer pilots, including workshops, seminars and clinics. I would like to encourage all pilots to take advantage of the more than 50 safety sessions that are conducted each year in Idaho alone.

Some are a joint effort between the FAA and the Idaho Division of Aeronautics while others are conducted by private enterprise. There are safety seminars, flying clinics, refresher clinics and aviation information sessions. An example is the upcoming Northwest Mountain Family Fly-In in McCall August 8-10. The FAA will be there conducting PACE activities; you can take part in the Wings program, density altitude clinics, and attend numerous workshop sessions on a variety of aviation subjects. We would like to have you come and join us.

If you're not able to make the McCall event watch for one of the safety seminars in your area or go to one of the private flying clinics. You can never learn too much. A good place to start is the Calendar of Events here in the **Rudder Flutter**. The idea is to learn new information or refresh old information that will help us stay out of trouble and live to experience another enjoyable day flying around this beautiful state.

**Bob Martin**

ITD Aeronautics Administrator

*"It is better to be careful one hundred times than to get killed once."*

— Mark Twain

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15<sup>th</sup> of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



## Idaho Transportation Department

**Governor** Dirk Kempthorne

**Director** David Ekern

**Aeronautics Administrator** Robert Martin

## Aeronautics Advisory Board

**Chairman** William Parish

**Members** Robert Hoff, Scott Patrick, Kathy Miller, and Roger Sorenson

## Division of Aeronautics

3483 Rickenbacker St.

Boise, ID 83705 208/334-8775

**Rudder Flutter Editor:** Frank Lester

Email: [fl Lester@itd.state.id.us](mailto:fl Lester@itd.state.id.us)

**Assistant Editor:** Tammy Schoen

Email: [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)

**Layout & Graphics:** Pauline Davis, Illustrator

Email: [pdavis@itd.state.id.us](mailto:pdavis@itd.state.id.us)

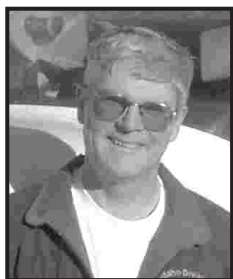
**Website:** <http://www2.state.id.us/itd/aero/aerohome.htm>



# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## Heat, Mountains, and Density Altitude



Well, it's that time of year again: winter is long gone; the rainy spring weather has finally opened up to a fabulous summer and

the lure of flying. But along with it comes thunderstorms, wind, rain, hail, wind shear, and density altitude. Sorry to ruin your intense departure into aviation nirvana but here it is the middle of June and we've had four fatalities in three accidents in three weeks. Our mountains are truly unique; we are blessed with some of the best and most beautiful ... and most treacherous country. It's time we get our collective heads on straight and start thinking about where we are flying.

In my job, I try to pass along as much information as a pilot needs to answer his/her questions about flying into our mountain airstrips. If I don't know the answer, I direct them to someone who does. There are a lot of people who fall into that category: Mike and Pat Doris, Bob Plummer, Bob Danner, Ray Arnold, Lori MacNichol, Ray Glidden, and the list goes on. My biggest complaint is the comment I sometimes get when I suggest to someone going into these mountains for the first time to check in with these experienced back country pilots and have one take them for a tour of these airports: "Oh, I did fine on my short and soft field takeoffs and landings;" "Density altitude is not a problem, I have a Cessna 172;" "I've landed on glaciers; I'm not going to have a problem with these airstrips." Hmmm. . . we have hauled more than one "experienced" pilot off one of our mountains. It is not a pleasant feeling, especially when a little humility could save a wealth of grief.

John Goostrey, our local FAA Safety Program Manager, talks about "Part-Time Pilots, Full Time Mountains." As John puts it, "Unless you fly 24 hours a day, you are at best a part-time pilot. It doesn't take much for a mountain to bite you in the knickers." Good food for thought.

Let's consider some basic density altitude facts:

1. Density altitude is affected by temperature, pressure, and humidity.
2. Density altitude affects lift, engine, and propeller. Even if your aircraft engine is turbocharged, you still have two sides of that triangle to deal with.
3. As density altitude increases, the TAS necessary for a particular IAS also increases. As a result, we have more airspeed to dissipate on landing causing a longer landing ground roll, and must accelerate further down the runway to reach takeoff IAS, hence a longer takeoff ground roll.
4. Hotter temperatures cause an aircraft to float further in ground effect on landing.
5. If you increase your takeoff weight by only 10%, you increase your takeoff distance by 21%.

These are some very basic principles that we need to remember when landing on short mountain strips. Realizing half way down the runway that we can't get the aircraft on the ground may be a poor time to decide to go around. We think of density altitude and how it affects aircraft performance during landing or takeoff but how often do we think about a go around? If your POH has a Rate of Climb chart (most Cessnas do) take a look at it. Remember that ground effect may give you a false sense of security on takeoff. Passing over the departure fence is not a

good time to realize that your climb performance out of ground effect is nil or less. We had two accidents at Johnson Creek with two fatalities in just that situation (go around) where the aircraft didn't clear the fence at the departure end.

When do we make the decision to go around? At some airstrips, we make it on the down wind (Fish Lake, Cabin Creek) because there is no place to go once you are on final. You're committed to landing regardless of the reason for which you would normally execute a go around. The key word here is "normal." Landing at most of these airstrips is never normal. We had three fatalities at Triple Creek and three at Atlanta in this exact situation: attempting to go around too late. It is a tough decision to put an aircraft on the ground and risking damage to something you may have sunk thousands of dollars into, but the potential for survival is far greater.

Part and parcel to go arounds is the decision to abort. How often do you think of aborting a takeoff? Why? Where? How? Do you have a plan or checklist in your head that you review prior to taking the active? You should and it should answer those three questions. Now at a mountain airstrip the "Where?" may be more difficult to answer. We can also add a fourth question: When? A rule of thumb to consider is "If you don't have 70% of your takeoff speed by 50% of the runway, ABORT!!!! How do you find 50% of a mountain runway? Walk it! This is a good opportunity to not only find the middle of the runway and an object easily seen from the cockpit to identify it, but also a good chance to find all those chuck holes, gopher holes, and boulders that you missed on landing. Let's say your takeoff IAS is 55 knots. 70% of that is 38.5 knots (okay 40 knots). Now, on most airspeed indicators, they are

**See Radio Chatter**

**Continued on page 10**



# Airport Maintenance

By: Mark Young, Airport Maintenance Manager

## Weed Problems Getting Worse

We have found this spring that there is a growing problem at numerous state airports with both invasive as well as noxious weeds. Although we have had an active



treatment program in place for many years, it appears that it hasn't been extensive enough to adequately address the problem. There is also

an issue of spreading pest weeds via airplane tires as well as with our own maintenance equipment.

We would like to request that if and when invasive or noxious weeds are noted by visitors at any backcountry airport, it be immediately reported to airport management/ownership.

## Stanley Dust Abatement

As this issue goes to print, a small project has been advertised

for bid at Stanley. It will include watering and rolling of the centerline and parking areas, followed by an application of dust abatement. The project is scheduled for completion not later than July 6th, with only minor interruptions for air traffic. Aeronautics employees will be on hand to assist in directing traffic around those areas being treated.

---

# The Warhawk Air Museum

By: Sue Paul, Executive Director

Summertime at the Warhawk Air Museum is always extra special because it means flying the airplanes, keeping the hanger door open to catch the summer breeze, meeting new visitors who are traveling through the state, long days and warm summer nights, new traveling displays and visiting airplanes, and fun, fun, fun! Some of the current "going-ons" at the museum are:

**FM-2 Wildcat WWII Navy Fighter: Manufactured by Eastern Aircraft Division of General Motors in August 1945.** Owned and restored by Thomas L. Camp, San Francisco, Calif. Tom has put the Wildcat on display at the museum until the middle of July. It is a very historical, rare fighter: less than a dozen are left flying in the world!

**T-28 Trojan: A U.S. Air Force airplane owned by Bob Nightingale, Ontario, CA.** It will be on display most of the

summer. It is beautifully restored and adds a lot to the exhibit area!

## Victory Garden and Lawn area:

The new area behind the museum is absolutely beautiful due to the hard work of Barry Hill, Ali Hill, Floyd Hester, Dick Kersting, Al Pilch, Eugene Tornow, Tony Speer, Alex Sneegas, Justin Hill, Steve & Cari King, Gordy & Kathy Cumbow, Floyd Shelp, Cesar Ochoa, Al Sedivy, Pete Peters, Ceil Dennis, Ken Gurr, and all the other people who volunteered their time and money to make this project happen. The number of companies who generously volunteered equipment and supplies is staggering: Pipe Co, Cesar Ochoa Weekend Sprinklers, River Oak Sod, Turf Company Inc. Sod, D&B Supply, DG Turf Farm, and Jayker Tree Farm. Tables, chairs and umbrellas, and Bar-B-Q's were donated by Ken Gurr, Sue & John Paul, Alice & Barry Hill.

The Warhawk Air Museum invites you to visit the new Victory Garden and lawn area. During WWII nearly 20 million Americans on the home front planted millions of Victory gardens in all sizes and shapes in order to save the nation's produce for the troops. The communal gardens were planted and harvested by families, friends, and neighborhoods in back yards, parks, and schoolyards. Patriotism was the glue which held America together during WWII and the "Gardens for Victory" were an important ingredient in that glue.

We are very excited about the new 14 ft. X 45 ft. billboard we are placing on the south side of I-84 heading east. It is quite striking and I encourage each of you to look for it. Our hopes are that it will bring a large number of travelers to the museum throughout the year.





# INFECTIONS: New and Old

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

It is amazing to think about the freedom of mobility afforded by airplanes. It took Lewis and Clark a year to get to the Idaho backcountry, but today a hunter can be in his office in Chicago in the morning and be sitting around a campfire at Chamberlain Basin that night. However, the advent of Severe Acute Respiratory Syndrome (SARS) didn't bode well for flying. Although airplanes can increase your risk of infection, a few precautions can greatly decrease that risk and provide you some options should its onset put the safe operation of your airplane in question.

Spending a few hours in the confines of a small cockpit with someone who has the flu or other respiratory virus is a good way to catch it. When was the last time you cleaned the microphones on the passenger headsets or thought about who last used that hand set in your rental plane? Before anyone boards an airliner in Hong Kong, they are now screened for fever or cough. You might consider a similar preventative measure, especially if you're heading to Moose Creek for the weekend and you're the pilot.

Food and water can be other sources of infection. A cooler sitting in a hot airplane without adequate ice will not prevent the growth of bacteria that cause food poisoning. Depending on the bacteria, contaminated food will cause severe vomiting, diarrhea and abdominal cramps 6 to 24 hours after eating. Cooking kills the bacteria and its toxin, which may be why cowboys like their steaks well done. Waterborne intestinal diseases like giardia and amebiasis are common in the Idaho backcountry. The government, it's wisdom, has closed many sources of drinking

water to avoid any liability, forcing pilots to either bring their own drinking water or use less reliable sources. Boiling water for 15-20 minutes makes it safe to drink. Iodine and Halizone tablets also work, if used correctly. A micropore water filter is light and doesn't take up much room. Although prevention is always better and easier, if yours fails to avoid the problem, Pepto-Bismol tablets or liquid, every 4 hours, can help relieve the symptoms, as can antibiotics like Septra or Cipro; however, they take awhile to become effective and may not work for all infections.

Plague conjures up visions of Europe in the dark ages, but many small rodents in the West carry the same bacteria that cause plague. Plague is carried by the fleas of these rodents. If you are bitten by the fleas, you can develop swelling in your groin along with fever, headache, nausea and malaise within a week or more. If you suspect you or someone with you has contracted plague, make sure you tell your doctor where you have been as well as the symptoms to ensure that you receive the proper treatment. Even with treatment, mortality is 5-10%. Without treatment it jumps to 90%. If you find what appears to be an unusually high number of dead ground squirrels (probably more than two or three) around your camp and there is no identifiable cause of death (shot), consider moving, but don't touch or move the carcasses. It would also be prudent to express your concerns to the Federal or State agency under whose jurisdiction the site falls. Campsites have been closed when the situation warrants.

Hantavirus in aerosolized mouse urine can cause fever, headache, muscle ache and rapidly progressing respiratory distress. This has a 40% mortality rate even with treatment. It has been found in Southeastern Idaho. Keep this in mind the next time you camp in the Owyhees or in other similar backcountry locations. If you see mouse droppings or nesting material, set your sleeping bag somewhere else. Whatever you do, don't sweep these materials out since that is a great way to create an aerosol and spread the virus.

If you like to eat what you kill, remember that bear meat or homemade sausage can harbor trichinosis which can lead to painful muscle cramps (usually a week or so after consumption). Cooking meat and sausage thoroughly will prevent infection. Chronic wasting disease in deer (not yet in Idaho, as far as we know) is similar to mad cow disease. The prion organism that causes this disease can be passed along in a nugget-sized piece of meat. It is not killed by cooking; however, it is not known if it can be transmitted to humans either. If contracted, it takes years to develop. There is no way to tell infected animals that have not yet developed the wasting effects of the disease without using an electron microscope. Concentration of the prion organisms is highest in central nervous system organs such as the brain and spinal cord. It would be prudent to avoid eating these organs.

Ticks carry a variety of diseases, but few in Idaho. Lyme disease can cause severe, chronic

**See Infections**

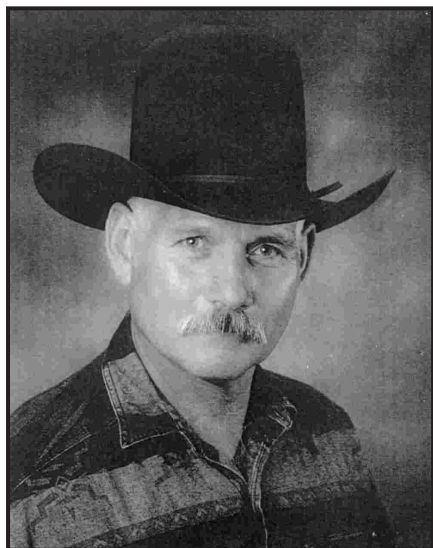
**Continued on page 11**



# Family Fly-In

Continued from page 1

Immediately following the evening festivities, Jim Keffeler will be back to entertain around the campfire on the airport infield. Those who attended his "theatre under the stars" last year said that he put on a superb show. More new stuff: we plan to have the EAA provide Young Eagle flights during the Fly-In. Also, an "open cockpit" aircraft will be offering rides for those interested attendees at a cost.



Jim Keffeler

Check out our web site ([www.familyflyin.net](http://www.familyflyin.net)) for the most up-to-date information on the Fly-In. We are constantly seeking ways to improve the web site so keep checking for the most current information and email Tammy with your ideas or suggestions.

There is a link to the airport layout, which shows a diagram of parking spaces around the airport. **Parking is limited** to 155 aircraft in these spots (123 camp sites and 32 non-camping sites). Overnight sites can be requested by filling out the registration form on the web



Rich Stowell

site or calling Tammy Schoen at 208-334-8776 or 1-800-426-4587 (in Idaho only). Campsites are limited and will be **assigned on a first come, first served** basis; limited day-use only parking will also be available.

This year we have instituted a nominal \$5.00 registration fee per vehicle, whether it rolls or flies, to help offset some of the administrative costs we have incurred.

In our tradition of providing top notch speakers and seminars, we have 25 seminars scheduled for Friday and Saturday afternoons at the Payette Lakes Middle School. Theodolite training and two Density Altitude clinics are also planned. Back for a second year is Rich Stowell who will give two presentations on emergency maneuvers as well as provide hands-on training to interested pilots during the morning flying

sessions. To sign up for his flight training, and to register for PACE inspections and flights, and Wings training, go to the Salmon Air Hangar on the southeast corner of the airport tarmac. Also - don't miss the IAA's Pancake Breakfast on Sunday morning.

## **DON'T BE LEFT OUT!**

Keep checking [www.familyflyin.net](http://www.familyflyin.net) for the schedule of events and other important information.

Come to McCall and enjoy the flying and the festivities. Above all, don't forget that there will be a lot of aircraft in the area. Check the NOTAMs and the traffic information on the web site.

**Come on out! Fly smart!**  
**Fly safe! Have fun!**  
**See you in August.**

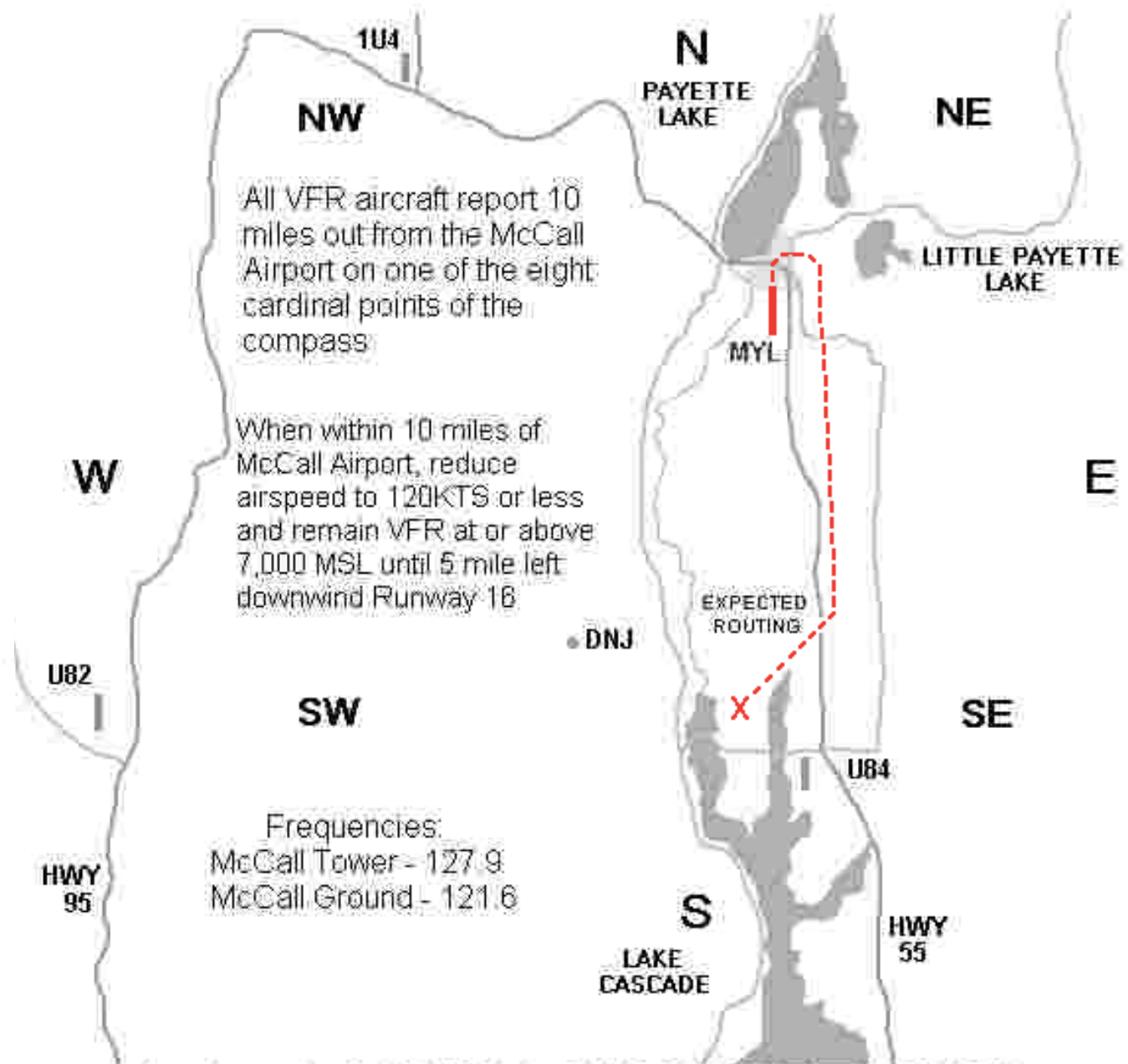


# Northwest Mountain Family Fly-In

McCall, Idaho, August 8 – August 10, 2003

## McCall Airport (MYL) Traffic

In anticipation of a large number of aircraft operating into McCall, Idaho, the following procedures will be used to enhance safety and minimize air traffic delays in this non-RADAR environment.



Tower hours: Aug 8, 12PM-9PM, Aug 9 & 10, 7AM-9PM, Aug 11, 7AM-12PM.

Due to the heavy volume of traffic on Friday, ALL arrivals are asked to make initial call for landing at the North end of Lake Cascade.

**Priority will be given to Air Taxi operations and firefighting aircraft.**

**Air Taxi operations and firefighting aircraft are exempt from the speed restrictions.**



# Calendar of Events

Email or fax your organization's event information for inclusion in the Rudder Flutter Event Calendar.  
See page 2 for more information.

## JULY

- 18-20 **Cavanaugh Bay Airport Fly-In**, IAA Ray Friend, 208-377-8500  
21-25 **(Returning Participants Only) McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344  
25-27 **Wilderness within Reach**, Johnson Creek, Joe Corlett, 208-336-1097 ext 19  
26-27 **Blue Angels Air Show**, Pope Field, Arco-Butte County Airport, Mark Pope, 208-527-3648

## AUGUST

- 1-3 **Cessna 180/185 Club Fly-In**, Johnson Creek, Al Hewitt, 253-941-3052  
2-3 **Donnelly Fly-In, Top Fun Flyers**, Steve Clements, 208-323-1585  
9 **Weiser Day Flight, Top Fun Flyers**, Steve Clements, 208-323-1585  
8-10 **17th Annual NW Mountain Family Fly-In**, McCall, Tammy Schoen, 208-334-8775 or 800-426-4587 (In Idaho Only); [www.familyflyin.net](http://www.familyflyin.net)  
15-17 **Evergreen, Top Fun Flyers**, Steve Clements, 208-323-1585  
19 **Coeur d'Alene Airport Open House**  
22-23 **Smiley Creek Campout and Breakfast**, Gooding Airport Flyers Association, Kit John, 208-886-2646  
30 to Sept. 1 **Glenns Ferry, Top Fun Flyers**, Steve Clements, 208-323-1585

## SEPTEMBER

- 6 **GAFA Fun Day**, Gooding Airport Flyers Association, Kit John, 208-886-2646  
19-21 **Alvord, Top Fun Flyers**, Steve Clements, 208-323-1585  
23 **Fall Equal Flight, Top Fun Flyers**, Steve Clements, 208-323-1585

## OCTOBER

- 4 **Chris Monk Memorial Jackpot Flight**, Top Fun Flyers, Steve Clements, 208-323-1585  
11 **Day Fun Fly, Top Fun Flyers**, Steve Clements, 208-323-1585  
24-25 **Flight Instructor Refresher Clinic**, Post Falls, Idaho, Division of Aeronautics, Tammy Schoen, 800-426-4587  
25 **Day Fun Fly, Top Fun Flyers**, Steve Clements, 208-323-1585

## DECEMBER

- 17 **Wright Brothers Flight, Top Fun Flyers**, Steve Clements, 208-323-1585  
22 **Winter Solstice Flight, Top Fun Flyers**, Steve Clements, 208-323-1585



**Transportation Security  
Administration**

**(866) GA SECURE  
(866) 427-3287**

**Airport Security  
Hotline**

**Report all suspicious  
activity to the  
National Guard  
at 1-800-832-1985**





# Flying Smart, Flying Safe in VFR Conditions

By: Ray Glidden, Aeronautics Director of Flight Operations

The spring of 2003 has seen a lot of unsettled weather in Idaho. There have been days with rain, snow, hail, high winds, tornados and sunshine. When these conditions exist, it is hard to get accurate forecasts from any source, making it difficult to decide if flying is safe. The pilot must first decide, if he/she is capable of completing the flight; and second, if he/she is willing to attempt the flight. A VFR pilot might well be served to stay home and wait for better conditions.

This concept is difficult for some pilots to accept so they are willing to takeoff and give it the old college try. When flying in these wildly-changing conditions, you need to remain cognizant of the potential for rapid and substantial changes in weather as well as ensuring that an escape plan is available at all times. This means avoid flying through mountain passes where you do not have good visibility (at least 3 miles) on the other side or flying in canyons

where a 180° turn can not be completed with a good margin of safety. Keep in mind that if your route of flight takes you far from a suitable airport, you need to be able to return to that airport if the weather closes in on your destination. Your only option for return may be your departure airport.

If you happen to fly into conditions where ice is forming on your aircraft, a timely 180° turn should be executed. Remember, when your aircraft is icing up it gains weight and loses lift (not a good combination), which can lead to a stall.

If you have considered all the above factors and it looks as if flying will be safe, there is one more step to consider prior to takeoff: how are people going to know if you fail to arrive at your destination. The Search and Rescue (SAR) system is activated automatically when you **file a flight plan** and open it on

departure. If you fail to close the flight plan, the FAA will activate the SAR system and begin looking for you. If your ELT is working, it will also activate the SAR system when it is detected by the Search and Rescue Satellite (SARSAT) system. However, a large number of ELTs do not activate when an aircraft crashes (only 13 percent work properly). I would not like to depend on this system alone to activate the SAR system. Why is it important to activate the system in the event you need be rescued? The Air Force Rescue Coordination Center studied 100 people that were involved in aircraft crashes. Of the 100 crash victims, 35 survived the crash. 21 were injured and of these 21 injured only 4 survived the first day. Of the 14 uninjured, only 7 survived 3 days. So, it is important to get help as soon as possible.

In summary, always give yourself a way out in case the weather prevents you from reaching your destination and **file flight plans for every flight . . . and above all, fly smart and fly safe.**



## OPEN HOUSE

**August 19, 2003, 5:00 - 8:00 PM**

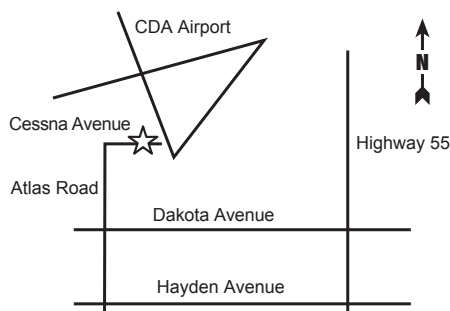
**Location: Hayden, Idaho**

*"Come see what's new at your airport"*

- **Bus Tours**
- **Food Service Available**
- **Information Booths**
- **Displays**
- **Helicopter Rides for \$19.95**



[www.cdaairport.com](http://www.cdaairport.com)



**208-772-7838**



# Radio Chatter

Continued from page 3

barely moving at that speed. Wouldn't you tend to think that something is amiss if your airspeed indicator needle hasn't begun to move by the 1000 foot mark on a 2000 foot runway? Then why did a Bonanza pilot make three attempts at taking off before accomplishing his goal of finally hitting the fence at the departure end of the runway? Beats me but he said the book indicated he could make the takeoff. Hmmm...go figure. I think two aborts, probably one, might be a clue. But then he might have made the third one to prove the first two were right . . . population sampling? Okay, you've got the picture.

## Parting Shot

Before I close I would like to add some of my own thoughts to those Ray Glidden discusses in another article in this Quarter's RF. By state code, the Idaho Division of Aeronautics is responsible for conducting searches for all aircraft missing within Idaho's borders. He spoke of the importance of **filing flight plans**. Depending where we are flying, flight plans can take on different meanings but as he says, each is important in one particular area...Search and Rescue. The best flight plan is the one you file and open with Flight Service. However, if that is not possible, at least tell someone where you are going, when you plan to return, and when you plan to take off. If you change your route of flight or takeoff, let someone know. Make position reports to Flight Service or on 122.9 in the back country. The Forest Service records all transmissions on 122.9 and even if you think you are out there alone, someone is listening. That last known position is **SO** important when we have to look for someone. It saves time, lives, money, and gives us a place to begin the search. In the last six months we have had two accidents involving aircraft without flight plans. One had a good outcome and the other did not. You might remember the first one; a picture



A chance find by local snowmobilers brings a happy ending to this accident at Box Lake. Photo courtesy of Julio Eiguren

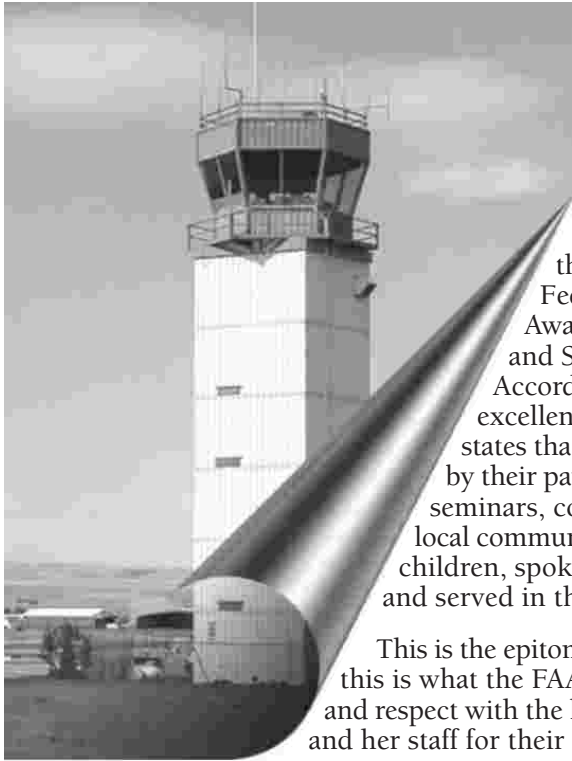
of that accident is attached to this article. The aircraft departed on a Friday and was not due back until the following Sunday. It crashed on a frozen lake on Friday and was discovered by snowmobilers (by luck) on Sunday. The pilot was not expected back until Sunday. His coworkers would not miss him for another day. Fortunately and to the pilot's credit, he was well prepared for a survival situation and was rescued relatively unscathed. I was the on-call Search Coordinator that weekend and received my first notification of the missing aircraft from Flight Service **after** the aircraft was found. I am not criticizing the pilot; I was not in the accident and this one had a good outcome. But what could he have done differently to reduce his need to survive two very cold nights? Let someone know he was changing his plans? If he was heading home early, could he have called his wife and let her know or have someone else call her? There may be a lot of ifs but it is something worth thinking about.

The other accident, which I was also Search Coordinator on for six days, was similar but unfortunately had an unhappy ending. We had one witness who had the night before discussed with the pilot his proposed route of

flight. However, when the pilot took off he changed his route of flight and didn't tell anyone. We discovered that when the CAP located the wreckage. We haven't any idea why the pilot didn't fly where he had proposed. He crashed on Sunday and we weren't notified of the aircraft being missing until Wednesday when an associate called to say he had missed a scheduled meeting. Tell someone your plans and stick to them. Let someone know if you change them and stick to the changes. Make position reports. **That last known position could save your life.** One other fact became apparent after the search: make sure you are where you think you are. If you aren't, turn around and go back to your departure airport or some airport you are familiar with. Sort it out on the ground with cold soda in your hand ... there is always tomorrow. A corollary to that: be sure you know your terrain. If you are unsure, be sure your aircraft is climbing at or near Vx to give you the best chance of clearing the terrain; turn around if the terrain looks like it is too steep for the performance of your aircraft; and don't select GPS direct until you are positive you have cleared the terrain. A GPS will give you a straight line through a rock.

***Fly smart, fly safe.***





## Lewiston Tower Garners Contract Tower Services Award for 2003

**By: Frank Lester, Safety/Education Coordinator**

Our hat's off to Wendy Frederickson and her fellow controllers at the Lewiston-Nez Perce County Airport on their selection for the 2003 Federal Aviation Administration Willie F Card Contract Tower Services Award. The tower was nominated by Robin Turner, Airport Manager, and Steve Christmas, Vice President of Aviation for Serco Management. According to their letter, the tower staff "...demonstrated customer service excellence and...dedicated outreach to the local community." The letter further states that their professionalism and total commitment to safety is exemplified by their participation in EAA gatherings, Airport Commission meetings, safety seminars, construction safety briefings, open house planning sessions, and local community educational programs. They have conducted tours for local school children, spoken to local colleges, universities, and flight schools about air traffic, and served in the local "School-to-Work" program.

This is the epitome of a first rate, well run, customer oriented program. In my opinion, this is what the FAA should be about...service; building strong ties of mutual trust and respect with the local community and aviation businesses. Congratulations to Wendy and her staff for their all their hard work and effort, and for a difficult job well done.

---

## Infections

**Continued from page 5**

joint and muscle pain, chronic fever and lethargy. It is transmitted by deer ticks, which are common in Idaho. Although the disease has only rarely been reported in this state, it has been regularly reported in Oregon, Washington and California. A rash following a bite can appear within a few days with full symptoms developing over a few weeks. It can be treated with antibiotics, although not always successfully. Colorado Tick Fever develops 3-5 days after infection causing fever, headache and muscle ache, and may affect the brain and heart as well. Rocky Mountain Spotted Fever is a similar disease, also transmitted by ticks. It develops faster and is more often fatal than its Colorado cousin, but is generally seen east of the Rockies in Oklahoma, Texas, Arkansas, and the Southeast, in spite of its name. Checking yourself frequently for ticks is very useful. They usually don't bite immediately and take some time after they attach themselves to transmit infection.

West Nile virus is transmitted by mosquitoes and is expected to appear in Idaho this summer. This causes a severe, flu like illness. There is no reliable treatment.

To protect yourself from ticks and mosquitoes, patch up the holes in your tent and use plenty of insect repellent. DEET works best. Lower concentrations work for a shorter period of time. Anything above 50% works equally well providing protection for up to 12 hours. It is alcohol based and tends to evaporate in heat. There is a new formulation of DEET coming onto the market called Ultrathon. It was developed by the US Army to prevent loss from evaporation or absorption. It also provides protection for up to 12 hours. DEET can damage synthetic fibers and plastics, may be irritating and has been associated with seizures in small children. A new product, already available in Europe and Australia, called picardin, will soon be available in the US. It works as well as DEET, doesn't irritate the skin or damage plastic or synthetic fibers and, so far, there have not been reports of

toxicity. Permethrin is a spray on insecticide for clothing, tents and sleeping bags to kill mosquitoes and ticks. It doesn't stain, has little smell and resists break down in light, heat or water. Clothing sprayed with permethrin can still be toxic to insects after 20 or more washings. A combination of permethrin spray on your clothes, tent and sleeping bag, combined with use of a topical insect repellent, like DEET, is probably the most effective way to prevent insect bites. Wearing long sleeves and tucking in your pant legs also helps.

Flying, especially in the backcountry, can be challenging enough without impairing your judgment, perception, and reaction time due to an acute infection. The FARs prohibit a pilot who possesses a current medical certificate from performing as a crew member while knowing their medical condition would prevent them from meeting the standards necessary for the medical certificate. If you are so sick, that you would not go in for your flight physical for fear of failing your medical, you are too sick to pilot a plane.



**Idaho Division of Aeronautics**  
**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



**PRSRT STD**  
**US POSTAGE**  
**PAID**  
**BOISE, IDAHO**  
**PERMIT NO. 143**

**ADDRESS SERVICE REQUESTED**

## ***How would you prefer to receive a NEW Airport Facilities Directory?***

- ☐ Blue 3-ring notebook - as it is currently
- ☐ Spiral bound
- ☐ Internet only - you would print pages as needed
- ☐ On CD - you would print pages as needed
- ☐ Other: \_\_\_\_\_

### ***There are several ways to vote:***

- Cut this out and send it to us,
- Call our office to vote - 208-334-8775
- Email with "AFD" as the subject line to: [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)

**— Deadline to vote is Monday, August 18, 2003 —**

